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Hongkong, 29th April 1908. [a827]

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[a553-1]

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[a809]

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Hongkong, 24th July, 1905. [a651]

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MISS E. WILL, Proprietress

Swatow, 1st April, 1909

[a52]

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Hongkong, 26th April, 1909.

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The Daily Press.

[HONGKONG, JUNE 15TH, 1909.]

We are much surprised to see in the *Peking Daily News*, an article on Plague in Hongkong suggesting that the disease prevails here as much as ever it did. The article is based on a dispatch from Canton which, however, does not, in our opinion, warrant the deduction our contemporary has drawn from it. The dispatch in question says:—"The plague season has come, but nothing much is heard of it here in Canton save occasional cases which are imported from Hongkong. As usual, when plague first makes its annual appearance in Hongkong, the people escape to Canton from the former place where the sanitary laws are so strict that they do not even allow persons to have the time to attend to their sick, whereas here in Canton the Fong Pin Shu has done more than the outside world knows towards curing plague stricken patients. Plague patients treated by Chinese methods in this hospital show a high percentage of recovery as shown by the returns." However that may be the statement does not justify the conclusion that plague is as bad in the Colony as ever it was, and much worse than in Canton and other cities of South China. Our contemporary may reply that it has not said as much. True the article does not say this in so many words but that is the idea which a reader with no other knowledge of the subject would derive from a perusal of the article. It says: "It is evident that the Sanitary authorities, who have been raising the hue and cry for years past are helpless, and that nothing substantial towards obtaining a better method of treatment of the disease has been discovered."

The prevalence of the disease is one thing and the method of treating it is another. It is very gratifying to be able to state as a matter of fact that there have been fewer cases of plague in the Colony of Hongkong this season than in any year since the first outbreak of plague in 1894, excepting only the years 1895 and 1897, when very few cases occurred in the Colony. To show the improvement this year we compile the following table:

Year	Total for the year	Total to end of June
1895	44	18
1896	1,204	1,125
1897	21	4
1898	1,820	1,297
1899	1,485	1,064
1900	1,087	766
1901	1,651	1,487
1902	572	382
1903	1,415	1,278
1904	310	376
1905	304	196
1906	893	843
1907	240	123
1908	1,037	?
1909	105	105 to June 14

We are unable to complete the table as the Medical Reports for 1908 have not yet been published, but a study of the above table shows very plainly that after the month of June we may expect to see a substantial diminution in the prevalence of the disease in Hongkong. To date, only 105 cases have been reported this year, and if the monthly distribution of cases which has been shown in past years holds good this year, we shall not be wrong in anticipating that this year's total will be lower than any since 1897.

Our Peking contemporary is very severe on our Sanitary Board. "In the opinion of the majority of the Chinese people," it says, "the abolition of the Sanitary Board will help a great deal in stopping plague." But it, of course, offers no proof of this ridiculous assertion. Our contemporary, however, does say that:—"Sanitation has to be encouraged in all countries, but that its enforcement is the sole method for the prevention of plague is strongly doubted, which is evidenced by the sanitary condition in Canton and many cities in South China. In these places, plague has never played such havoc as it has done in Hongkong." If our contemporary were in a position to furnish any trustworthy statistics as to the prevalence of plague in Canton and other cities of the mainland we should be in a better position to form an opinion on the subject. All that the Hongkong authorities have been able to learn in this connection is that when plague is bad in Hongkong, it is equally prevalent in Canton, and vice versa. According to our contemporary's information the only cases of plague in Canton this year are cases imported from Hongkong, but last week our correspondent at Canton sent us a translation of a letter addressed by an individual to the Self-Government Society which drew attention to the prevalence of plague in Canton, and stated that "the number of people who have died through contracting the disease has been countless, and the epidemic is still spreading rapidly in every part of the city." If this statement is true, the theory is exploded that the prevalence of plague is not affected by the sanitary measures taken to combat it. It is noteworthy that by far the greater proportion of the cases reported in the Colony this year have been from districts beyond the limits of the city of Victoria, and we think it may with confidence be said that the comparative freedom of the city is due to the increased attention which is being paid to elementary rules of sanitation. How far the encouragement which has been given to the keeping of cats is contributing to diminish plague is an interesting question which it is very difficult to answer, but the smallness of the returns is presumptive evidence of the success of the experiment.

The English Mail of the 15th May was delivered in London on the 12th inst.

For stealing eight chairs from the Tai Ping Theatre a coolie was at the Magistrate's yesterday sentenced to six weeks' imprisonment and six hours in the stocks.

Mr. J. S. Dobie, the Hongkong agent of the Chinese Engineering & Mining Co., Ltd., informs us that the total output of the Company's three mines for the week ending 29th May, 1909 amounted to 31,247.37 tons and the sales during period to 32,115.23 tons.

The return of visitors to the City Hall Library and Museum for the week ending the 13th June, 1909, shows that of non-Chinese there were 429 to the Library and 205 to the Museum, and of Chinese 256 to the former and 2,352 to the latter. The Library was, therefore, used by 685 persons and the Museum by 2,558.

Stanley Ling, whose address was given as Peak Hospital, reports to the police that early on Sunday morning while he was riding in a public chair he either lost or had stolen from him, a pocket book an open faced silver watch, and from his finger a gold ring value \$1. There were also taken away another ring and a silver cigarette case, the total value being \$9.

The plague return for the forty-eight hours ended at noon yesterday contained eight cases, bringing up the year's total to 105. Among the eight was a Portuguese living in Haiphong Road, Tsimshatsui. The case was fatal as also were four Chinese cases.

The many friends of Captain W. H. Lunt, of the C.M.S.N. Co., will be interested to learn that his youngest son has left for the United States to study for the Ministry. Mr. Lunt will study at Worcester College, a well known seat of learning in the Eastern states. This is believed to be the first time that a Shanghai born boy has gone home to study for holy orders. He has the best wishes of many friends for his future career.

The fiftieth anniversary of the opening of Yokohama as a treaty port will be celebrated on July 1. At a recent meeting of the committee in charge of the arrangements it was resolved:—To discharge fireworks day and night on the day of celebration. To provide procession-cars, and illuminate the streets. To unveil the late Naosuke's bronze statue. To hold base-ball matches, boat-races and other sports. To postpone various impending religious festivals to that day.

At the Magistrate's yesterday Lau Fat Ting was on extradition is sought by the Government of China on a charge of armed robbery was discharged. Previously Mr. Kemp discharged the man but he was re-arrested and brought before Mr. Kemp who yesterday again dismissed him. He was, however, arrested again on a similar charge. A. R. Reader Harris appeared for defendant on both occasions and entered the plea that he was a political offender and that he was wanted by the Chinese Government because he was a follower of Sun Yat Sen.

A daring attempt to rob a European on Saturday night was frustrated by the pluck of the intended victim. While Sergt. Lawrence was proceeding to barracks late on Saturday night by way of a path inside the military grounds he was attacked at a dark part of the road by two coolies who rushed at him and attempted to throw him. Fortunately they did not succeed and the sergeant tackling them caught one man and the other ran away. The man who was caught was placed before Mr. Kemp at the Magistrate's yesterday, and being convicted was sentenced to six months' imprisonment.

A large audience of Chinese heard yesterday through interpretation, in the London Mission Church, Hollywood Road, an address from the Rev. F. B. Meyer. At its close messages of greeting from Chinese Christians in Hongkong were conveyed to the reverend gentlemen and further assurance of goodwill and sympathy with the objects of his journey to and service in Canton, Amoy, Kuling and other parts of China where he purposes to travel and to sojourn for longer or shorter periods as the representative of Churches and Christian institutions in the West.

The work of segregating the lepers in the Philippines is being done very thoroughly and rapidly all over the archipelago. The provinces of Mindoro, Masbate, Romblon, Capiz, Iloilo, Antique, Negros, Samar and Leyte have been gone over three or four times and it is believed that but few if any lepers remain therein. On some of the other islands a few have been located and will be picked up on the coming trip. This work of segregation has been going on since 1906. Up to that time the relief extended to lepers was more in the nature of aiding the individual leper; the larger project of exterminating the disease from the archipelago was never taken up to any extent.

The Japan Mail says:—"A long telegram sent by Mr. Chiról to the Times on the 30th ultimo and published in that journal on the 2nd inst., is referred to by Japanese leading newspapers with much satisfaction. Mr. Chiról was able to say that he found in Japan a spirit eminently friendly to England and conciliatory towards China. He was also able to say that Japan's attitude towards the Fukumen and Chien-tao problems, as well as towards other questions pending between herself and China, is just and moderate. The telegram combined with the leading article which appeared at the same time in the Times will certainly have powerful influence in swaying English opinion."—"It will be noted that the Mail which is in a position to know, says the telegram was sent by Mr. Chiról, and not by the Tokyo correspondent of the Times."

A contemporary has revived the perennial complaint about noises, with especial reference to Sunday morning church bells, says the *Strait Times*. "Being human, we cannot deny that noises often annoy us, but being journalistic, and therefore somewhat superhuman, we go on to say that we have little sympathy with the irritable protestants who usually do the complaining. Noises are very much like children, in the sense that it is only other people's noises we object to. The truth is that all men love noise, when they make it themselves. It is held out as a laudable ambition that each youthful scion should endeavour to 'make a noise in the world.' The European Salvation Army officer of the big drum would stop Chinese fire-crackers in cemeteries. The European gentleman who raucously yelled his self hoarse the night before, because someone he knew happened to be a jolly good fellow, will snarl at the Chinese hawk for rattling his rattle or tinkling his gong. Irascible objections to noises should always be met with the stone-throwing parable. Let him that is without noise among you, cast the first complaint."—"After all, much depends on the point of view."

TELEGRAMS.

[Protected by the Telegraphic Message
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["DAILY PRESS" EXCLUSIVE SERVICE.]

PRINCE ITO RESIGNS.

Tokyo, June 14th.

To-day H.M. the Emperor formally relieved Prince Ito of the office of Resident General of Korea, and appointed Viscount Sone, the Deputy Resident General, to the vacant post. Prince Ito has been appointed President of the Privy Council.

THE STRIKE AT HONOLULU.

Tokyo, June 14th.

The situation arising out of the strike of Japanese labourers in Hawaii is becoming more serious.

The police searched the offices of the Japanese newspaper, and the Strikers' Association and seized incriminating documents.

JAPANESE WEAVERS AND THE EXHIBITION.

Tokyo, June 14th.

Yesterday the weavers conferred with the representatives of the Tokyo Chamber of Commerce.

The Chamber represented the seriousness of the impression that would be created in England by a refusal of the weavers to exhibit specimens of their work at the Anglo-Japanese Exhibition.

The weavers, however, stood firm and decided to acquaint the English with the reason of their refusal, feeling confident that it would enlist their sympathy.

[REUTERS' SERVICE TO THE "HONGKONG
DAILY PRESS."]

BELGIAN ENTERPRISE IN CHINA.

LONDON, June 14th.

King Leopold in a speech at Antwerp urged the Belgians to establish a Bank for financial houses in China to facilitate Chinese trade.

JAPANESE STRIKE AT HONOLULU.

LONDON, June 14th.

A telegram to New York from Honolulu states that 8,000 Japanese labourers have struck work.

The leaders have been arrested for inciting disorder. Searches of the offices of the Japanese labour organisations and of the office of the newspaper "Jiji" have revealed that a conspiracy was forming to wrest the control of the affairs of the island from the whites.

LATER.

The Japanese at Honolulu have all been released on bail.

JAPANESE ROYALTY IN PARIS.

LONDON, June 14th.

Prince and Princess Nashimoto, of Japan, have proceeded to Paris. Prince and Princess Kuni are already there and have just been received by President Fallieres.

RUSSIAN NAVAL DISASTERS.

LONDON, June 14th.

The "Kambala," which was sunk in the Black Sea on Sunday, was a Russian submarine, she collided with an ironclad, which was attacking in the naval manoeuvres.

A torpedo boat destroyer was burned at Sebastopol as the result of the ignition of some naphtha. The crew were saved.

A message from Honolulu states that officers of the United States army transport *Dix*, who have been experimenting with Philippine coal on that vessel, report that the coal from the islands has excellent steaming qualities and has proved very satisfactory on the *Dix*.

A message from Boston, dated May 14, states that officials of the Pacific Mail Steamship Company denied that any plan was under consideration for the abandonment of its Oriental service, but admitted that no profits were being derived from the service and added that, if there was not a change within a year or so, it might be deemed advisable to cease running freight vessels between those points. It was also stated that the company's line operating along the Pacific coast from San Francisco to Panama was doing a very poor business.

According to the *Tokyo Asahi*, translated by the *Japan Gazette*, the British steamer *Inverclyde* while leaving Yokohama for Yokkaichi about 3 p.m. on the 31st ultimo, collided with the T.K.K. steamer *Tenyo-maru*, striking her on the starboard side. Five plates of the Japanese vessel were slightly bent near the third hatch. Captain Lee, of the *Inverclyde*, immediately paid a visit to the *Tenyo* while the Harbour Office sent an official. The *Tenyo* was, however, allowed by a Lloyd's surveyor to resume her voyage, leaving Yokohama for Hongkong at 10 p.m. on the 1st instant.

The two magnificent turbine steamers, *Heliopolis* and *Cairo*, built by the Fairfield Shipbuilding Co. for £650,000 for an ultra-luxurious express passenger service, much advertised at the time, between Marseilles and Egypt, were put up to auction at the Baltic Exchange saleroom, on behalf of the builders. The vessels were built only last year. The upset price for each steamer was only £150,000. There was a large and interested crowd of shipping people at the sale, but they were not interested enough to bid—possibly of the difficulty of finding remunerative work for such unusually fine vessels. The steamers are of nearly 11,000 tons gross, and fitted with triple-screw Parsons' turbines, and on their trial trips made nearly 21 knots. They have accommodation for 709 first and 251 second class passengers.

In the Osaka Marine Court on Wednesday, the 2nd instant, an inquiry was held to investigate into the circumstances surrounding the stranding of the C.P.R. steamer *Empress of China* in the Inland Sea, while on her way from Nagasaki to Kobe on February 19th last. Captain J. S. Stevenson, the pilot, was examined at great length. In the course of his evidence the Pilot made the following important statement:—

"On the last trip up the Inland Sea, on the *Empress of China*, May 14th, Captain Archibald came on the bridge shortly after 9 a.m. The ship was then off Kominase Shima, and after saying 'Good-morning' to me, he called the 2nd and 3rd officers over from the port side of the bridge, to where Captain Archibald and I were standing, on the starboard side, and then in front of us three said: 'I know how our accident happened. There may have been a little set, but it was due to bad steering.' The Captain then continued to caution both officers about watching the steering. And it is rather remarkable that when the *Empress of China* arrived at Vancouver after her grounding, both the 4th officer, Johnson, and the Quartermaster, Thompson, who were responsible for the steering and course that morning from 4 to 6 a.m., were dismissed."

Asked whether he knew for what reason these men were discharged, witness said he understood Thompson was discharged because he was a bad helmsman. The Court asked why witness did not see that the quartermaster carried out his instructions properly. Witness replied that it was impossible for one man to attend to all these matters on a foggy night, with the steamer travelling at the rate of fifteen knots an hour.

Mr D. W. Craddock, General Traffic Agent of the C. P. R. Royal Mail Steamship Line, informed us yesterday that he was in receipt of a cable from Yokohama advising that a wireless message has been received from the *Empress of China* to the effect that she will reach Yokohama at 7 a.m. on the 16th inst. The ship left Vancouver one day late, and as the 16th is her correct date of arrival at Yokohama, she has made up one day on the voyage. To secure information of this kind, proves the usefulness of the wireless system.

LATEST STEAMER MOVEMENTS.

The M.M. str. *Armand Belte* with the French Mail of the 23rd ult., and mails from London of the 22nd ult., left Singapore on Monday the 14th inst. at 4 p.m., and may be expected here on Monday morning the 21st inst., and will leave for Shanghai and Japan on the same afternoon. The C.N. Co.'s str. *Linan* left Shanghai on the 13th inst., and is due here on the 16th inst. The Silk ex per C.P.R. str. *Monteagle* arrived New York on Friday the 11th inst. The C.P.R. str. *Empress of India* arrived Vancouver on Saturday the 12th inst. The I.G.M. str. *Mantla* which left here on Friday the 21st ult., arrived at Sydney on the 13th inst. morning.

HOW TO BE BEAUTIFUL—Keep your complexion, Mrs. Ellen's Crème Chamoise, Lait Chamoise and Special Skin Tonic and Poudre Chamoise will enable you to do it. Her Specialties for the Skin are the study of a Lifetime. A. S. Watson & Co. Ltd. Sole Agents.

NEW HOMEWARD PASSENGER SERVICE.

There are many routes to Europe but most people evince a preference for other things being equal—the cheapest. That being so, a new service which offers adequate accommodation and reasonable speed, may well attract attention. The Shire Line, whose steamers are well known in Hongkong, are about to inaugurate a passenger service between England and the East, the great recommendation of which, is that it is cheaper than most of the others. The *Segura* has been taken from the West Indian trade and placed on the new China and Japan run. It is a steamer of about 5,000 tons and carries 50 first class passengers—no other classes being entered for—but the great consideration is that the passage from here to England only costs £25. When it is added that the cabins are roomy and comfortable, that the saloon and other general rooms are well appointed, and that the journey can be covered in 38 or 40 days, it will be seen that the service has advantages which should appeal to the home-going public.

Yesterday a party of visitors were shown over the *Segura*, which takes its name from a river in Spain, and they found the conditions all that were desired. Captain Hayes is a genial skipper, who should inspire confidence in those under his care, and the other officials showed themselves no less agreeable. A former P. and O. acting purser, Mr. W. S. Tyler, is the steward in charge. The local agents are Messrs. Jardine Matheson & Co.

THE BANDMANN OPERA COMPANY.

At the Theatre Royal last night the Bandmann Opera Company staged "The Merry Widow," an attractive musical comedy, and there can be no doubt that the little maids did full justice to the piece. This fact was made apparent by the hearty applause which continued throughout the performance, the popular waltz and the excellent solos being greatly appreciated. Miss Florence Beech as Sonia, the Merry Widow, was a delightful hostess, while Mr. Fred Coyne as Prince Danilo (Secretary of Legation) fulfilled a difficult part with considerable ability. The principals were ably supported by the remainder of the Company, and thus it came to pass that a popular comedy was done full justice to, and earned fresh laurels for Bandmann's Merry Maids.

TO-NIGHT'S FAREWELL PERFORMANCE.

Owing to the steamship arrangements probably necessitating the departure of the Bandmann Merry Little Maids Opera Co. on Wednesday morning, Mr. Smith, the manager has decided to play "The Waltz Dream" on Tuesday night in place of the "Prince of Persia," and we are asked to state that the tickets issued for to-night are void and money will be returned from the booking office, but, in the event of the "Prince of Persia" being played to-morrow night, the said tickets will hold good.

A QUESTION OF NATIONALITY.

STUCK OFF AMERICAN REGISTER.

Lucas Castro was brought before the U. S. Consular Court at Shanghai last week charged with creating a disturbance. The accused was examined at some length by Mr. A. Bassett, District Attorney, as to how he had acquired American citizenship. During the examination it developed that Castro had been born in Hongkong and that his father had been a native of the island of Guam but had left Guam many years ago and had taken up his residence in China and died in China without ever having returned to Guam. Castro himself had never been in American territory, and his sole claim to American citizenship was the result of the examination the District Attorney concluded that Castro had been improperly registered at the American Consulate General as an American citizen or as a person entitled to American protection, which matter was reported to the Hon. Amos P. Wilder, American Consul General, who ordered that Castro's registration in the American Register be cancelled, which was done. The police charge sheet was then marked as follows:—"Upon investigation it was found that Lucas Castro is not an American citizen, that the statements made by him on October 24th, 1905 in connection with his registration at that time were false and misleading, and his registration at that time was wrongfully obtained. His registration at this Consulate General is cancelled."

OPIUM EXPORTS FROM INDIA.

Dr. Rutherford (Middlesex, Brentford Min.) in the House of Commons last month, asked the Under-Secretary for India what were the opium exports from India in 1905, 1906, 1907, 1908, and 1909, respectively; and what steps the Government were taking to carry out their declared policy with the Government of China.

Mr. Hobhouse (Bristol, E. Min.)—"The figures are:—1905, 63,053 chests; 1906, 63,617 chests; 1907, 63,415 chests; 1908, 62,408 chests. In 1909 the export will be limited to 56,800 chests. In accordance with the arrangement made with China the export of opium from India is being reduced by 5,100 chests per annum. This is with effect from 1908, the average export for the five years ended 1906 being taken, as suggested by the Chinese Government, as the basis of the calculation."

THE GROWING PORT OF DALNY.

The *Manshu Nichihichi* says:—"The Imperial Chinese Maritime Customs revenue for the port of Dairen (Dalny) never exceeded Tls. 100,000 a year till last year. Since the beginning of this year, however, the receipts have averaged over Tls. 100,000 a month and have already totalled more than Tls. 500,000. About Tls. 150,000 more is expected from the goods now awaiting shipment on the Wharves. Allowing a span of 4 months from June to September, the volume of the new boom season in October is expected to swell this year's revenue by a considerable addition, which all put together will push this young port forward at a bound to take a place among its seniors in China. Something wonderful may be reckoned on in the development of the port in the course of a few years."

[BEFORE THE FULL COURT.]

said they were not criminal proceedings, Court was only in disciplinary jurisdiction. Solicitors, as officers of the Court, were p

persons more, as it would mean so many attendance

as, It the Attorney-General of the Colony.

understand a case where a difficult and

com- ever been since the Company was formed.

106

Journal of Interpersonal Violence 26(10)

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER.

Advertisements of Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: Press Office: A.B.C. 5th Ed. Lister's.

P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

NOTICE.

THE Undersigned are instructed to reinvest \$150,000 on Local Mortgages: Full Particulars of Securities offered should be submitted to—

DENNIS & BOWLEY,
Solicitors.
Supreme Court House,
Hongkong, 15th June, 1909. [854]

NORDDDEUTSCHER LLOYD, BREMEN,
IMPERIAL GERMAN MAIL LINE.

FOR EUROPE.

THE I.G.M. Steamship,
"LUETZOW,"
Capt. C. Dowers, will leave on FRIDAY, the 18th inst., at 10 a.m.

NORDDDEUTSCHER LLOYD,
MELCHERS & Co.,
General Agents.
Hongkong, 15th June, 1909. [5]

AMERICAN AND MANCHURIAN LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK AND SINGAPORE.

THE Steamship

"MATOPPO,"

Captain Dorman, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and stored at Consignees risk and expense.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on MONDAY, the 21st inst., at 3 p.m. All Claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st inst., will be subject to sale.

No Fire Insurance has been effected.

In consequence of the steamer having grounded in the Suoi Canal, Consignees must sign a General Average Bond before bills of Lading can be counter-signed by SHEWAN, TOMES & Co., Agents.

Hongkong, 14th June, 1909. [852]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic Feet of Cold Storage available at EAST POINT. Stores will be Open at 10 a.m. and 4 p.m. daily, Sunday excepted, to receive and deliver perishable goods.

G. K. HAXTON, Manager.
Hongkong 1st April, 1908. [48]

DON'T DELAY CALLING!

JUST UNPACKED A NEW STOCK of the Latest FASHIONABLE GOODS

Comprising:

Latest Style VELLING, by Yard and Piece.

Assorted Colours Plain, Dotted and Checked.

NECK FELLINGS.

LADIES' FINEST PURE LINEN AND COTTON.

Latest Design: PRESENTATION HAND-KECHIEFS, PLAIN, OPENWORK and EMBROIDERED.

HONGKONG-ALI & Co.,
14, Queen's Road, Central.
Hongkong, 7th June, 1909. [41]

GRAFA & CO.

(Established 1896.)
No. 27 Des Voeux Road.

Dealers in

POSTAGE STAMPS

AND

VIEW POST CARDS.

Just Received a Selection of

SEN'S ILLUSTRATED

POSTAGE STAMP ALBUMS

of Latest Edition, from \$1.75 to \$16 Each.

SUGAR CORN STAMPS.

Inspection Invited. [548]

AUTOMATIC BROWNING

POCKET PISTOLS.

CALIBRE 7.65 mm.

With CHAMBER for 8 CARTRIDGES

FIRING 8 SHOTS in 2 SECONDS.

SIEMSEN & Co.
Hongkong, 6th March, 1907. [47]

NEW CARTRIDGES.

BY popular English Manufacturers. In

all Bore and Sizes.

SMOKELESS POWERS and CHILLED

SHOTS. From No. 10 to 588G, at \$6.47 and

\$7.50 per 100. SPORTING REQUISITES

and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.
Hongkong, 25th October, 1906. [623]

DR. M. H. CHAUN.

THE latest Method of the AMERICAN

SYSTEM OF DENTISTRY.

33, QUEEN'S ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.

Hongkong, 17th April, 1907. [415]

SIEN TING

SURGEON DENTIST.

No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 21st September, 1905. [504]

INTIMATIONS

IN THE SUPREME COURT OF

HONGKONG.

IN BANKRUPTCY.

Action No. 27 of 1909.

Re TSANG KING of No. 1, Praya

Kennedy Town, Victoria, Hongkong,

Contractor.

NOTICE IS HEREBY GIVEN that an

application has been made to the Court

by the above-named Debtor TSANG KING to

revoke the Receiving Order dated the 12th day

of November, 1908, made against him in the above

matter on the ground that he said TSANG

KING has entered into an arrangement with his

creditors and the Court has ordered that notice

of such application shall be advertised and that

any creditor who is not at this date a party to

such arrangement and who has any objection

to the said Receiving Order being rescinded

shall furnish particulars of his objection to the

Official Receiver within 15 days from this

Date after which Date if no objections are

received the said Receiving Order will be

rescinded without further notice.

Dated the 19th day of June, 1909.

G. H. WAKEMAN,

Official Receiver.

[845]

IN THE MATTER of the estate of

CARRIE ALVIRA WALTERS

MEGIN, otherwise MABEL SHER-

MAN, otherwise EMILY LOUISE

HALL, late of No. 12 Wyndham

Street, Victoria in the Colony of

Hongkong, the wife of HORACE

JOHN MEGIN, of the United States

Ship "SAMAR" Hospital Steward,

deceased.

NOTICE IS HEREBY GIVEN that the

Court has by virtue of Section 58 of

the Probate Ordinance, 1897, made an Order

limiting to the 31st day of October, 1909, for

sending in Claims against the above estate.

All Creditors and other persons having any

Claims against the said estate are hereby

required to send their Claims to the undersigned

on or before the said Date.

Dated this 17th day of May, 1909.

OTTO KONG SING,

Solicitor for the Official Administrator,

No. 12, Queen's Road, Central,

Hongkong.

[746]

FOR SALE

FOR SALE.

ELECTRIC PLANT

Consisting of—

TWO 125 Kilowatt STEAM ALTER-

NATOR SETS. Output, 60 Amperes

at 2100 Volts. The Set comprises Vertical

Compound Medium speed Engines, 205 revolu-

tions per minute, by Messrs. ROBEY & Co.,

direct coupled to Alternators by Messrs.

JOHNSON and PHILLIPS, complete with

Exciters, &c.

ALSO

ONE HORIZONTAL COMPOUND JET

CONDENSING STEAM ENGINE, 100

Horse power by Messrs. BROWN and LINDLEY.

For further particulars apply

HONGKONG ELECTRIC CO., Ltd.,

51, George's Buildings.

Hongkong, 23rd April, 1909. [649]

THE

DAIRY FARM CO., LTD.

OUR SPECIALITIES.

"HONEYBUCKLE" HAM - 60 CTS.

"HONEYBUCKLE" BACON - 60 "

"HONEYBUCKLE" BUTTER - \$1.

[563]

DAVID CORRAR & SON'S

MERCHANT NAVY

NAVY BOILED

LONG FLAX

RELIANCE CROWN

TARPAILING

ARNHOLD, KARBURG & CO.

Sole Agents.

[674]

SINGON & CO.

IRON, STEEL, METAL and HARD-

WARE MERCHANTS. Wholesale

and Retail Ironmongers Pig Iron and

Foundry Coke Importers. General Store-

keepers and Shipchangers. Nos. 35 & 37, HING

LOONG STREET, (2nd Store, west of Central

Market) Telephone No. 515. [583]

A LING & CO.

19, QUEEN'S ROAD CENTRAL.

FURNITURE and PHOTO GOODS

STORE.

Photographic Goods of every Description

in Stock.

Developing and Printing Undertaken.

Hongkong, 31st July, 1907. [629]

A TACK & CO.

FURNITURE and PHOTO GOODS STORE,

26, Des Voeux ROAD, CENTRAL.

DEALERS IN

LADIES' & GENTS' BOOTS & SHOES,

UMBRELLAS, &c., &c.

Cameras fitted with

"Zeiss," "Goerz," "Ross" & "Aldis"

Lenses.

DEVELOPING and PRINTING

A SPECIALITY.

Hongkong, 24th April, 1909. [37]

NOTICES OF FIRMS

KING EDWARD HOTEL,

DORABJEE AND COMPANY.

NOTICE IS HEREBY GIVEN that the

Partnership which has for some time

past been carried on by DHUNJEEBHAY

DORABJEE NOWROJEE and ISMAIL

PILLAY MADAR as HOTEL PROPRIET-

ORS in and upon portions of Royal Buildings

under the Sign of THE KING EDWARD HOTEL

and under the partnership name of DORABJEE

AND COMPANY was this day dissolved by

mutual consent.

The said DHUNJEEBHAY DORABJEE

NOWROJEE will continue to carry on the

said business as heretofore under the above Sign

and name and will be responsible for all the

debts and liabilities of the partnership and he is

authorised to collect all outstanding accounts

due to the partnership.

AS WITNESS our hands this Twelfth day

of June, One thousand nine hundred and nine.

D. D. NOWROJEE,

I. P. MADAR.

WITNESS to the Signature

of DHUNJEEBHAY DORABJEE

NOWROJEE and ISMAIL PILLAY

MADAR.

H. J. GEDGE,

Solicitor,

Victoria, Hongkong.

[850]

THE HONGKONG BAKERY,

DORABJEE AND SON.

NOTICE IS HEREBY GIVEN that the

Partnership which has for some time

past been carried on by DHUNJEEBHAY

DORABJEE NOWROJEE and ISMAIL

PILLAY MADAR as BAKERS in and upon

the premises known as THE HONGKONG BAKERY

under the style of DORABJEE AND SON

was this day dissolved by mutual consent.

The said DHUNJEEBHAY DORABJEE

NOWROJEE will continue to carry on the

said business as heretofore under the above Sign

and name and will be responsible for all the

debts and liabilities of the partnership and he is

authorised to collect all outstanding accounts

due to the partnership.

AS WITNESS our hands this Twelfth day

of June, One thousand nine hundred and nine.

D. D. NOWROJEE,

I. P. MADAR.

WITNESS to the Signature

of DHUNJEEBHAY DORABJEE

NOWROJEE and ISMAIL PILLAY

MADAR.

H. J. GEDGE,

Solicitor,

Victoria, Hongkong.

[849]

WANTED

WANTED.

PORTUGUESE CLERK for Canton.

Good Handwriting and Knowledge of

General Office Work required.

Apply to—

Care of "Daily Press" Office.

Hongkong, 12th June, 1909. [847]

WANTED.

HOUSE on the UPPER LEVEL, must

be detached, with at least 7 or 8 Rooms,

and Servant Quarters. Unfurnished.

Apply to—

Care of THE Yokohama Specie Bank, Ltd.

Hongkong, 23rd May, 190

INSURANCE

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1907
£18,114,624.

Authorized Capital £3,000,000
Subscribed Capital 2,750,000
Paid-up Capital 2,697,500 0 0
II. Fire Funds 3,065,574 15 7

The Underwritten, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
SHEWAN, TOMES & CO., Agents.
Hongkong, 21st July, 1908. [1019-]

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK."
A.I. A.B.C. and Engineering Code Used
NEW DOCK NOW OPEN.
DOCK NO. 3.

Extreme Length... 722 feet
Length on Blocks... 714 "
Width of Entrance on Top... 96 "
Width of Entrance on Bottom... 88 "
Water on Blocks at Spring Tide... 34 "
DOCK NO. 1.

Extreme Length... 523 feet
Length on Blocks... 513 "
Width of Entrance on Top... 88 "
Width of Entrance on Bottom... 77 "
Water on Blocks at Spring Tide... 62 "
DOCK NO. 2.

Extreme Length... 371 feet
Length on Blocks... 350 "
Width of Entrance on Top... 66 "
Width of Entrance on Bottom... 53 "
Water on Blocks at Spring Tide... 22 "
PATENT SHIP.

Suitable for vessels up to 1,000.

THE WORKS are well equipped with LATEST PLANTS and APPLIANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES, and BOILERS; and also ELECTRICAL WORK.

A LARGE STOCK OF MATERIALS is always kept on hand.

THE COMPANY has the powerful steamer "OURA-MARU" (712 tons, 700 IHP) specially built for SALVAGE PURPOSES equipped with necessary gear, always ready for Short Notice. [805]

These tiny Capsules—superior to Copal, Cubeb, and Infusions—cure the same diseases as these drugs in forty-eight hours without inconvenience.

Stock Capsule bears the name (MDV)

FOR DISEASES OF THE ORGANS

GRINAULT'S SYRUP

OF HYPO-PHOSPHITE OF LIME.

Prescribed in France for the last 30 years. It retains its reputation for Coughs, Croup, Whooping Cough, Sore Throat, Bronchitis, Asthma, and Emphysema.

Cutler, Palmer & Co.'s

SPECIAL BLEND WHISKY

SHIPPERS

Cutler, Palmer & Co., London.

AGENTS

SIEMSEN & CO., HONGKONG.

ON SALE.

THE FIFTY YEARS

ANGLO-CHINESE CALENDAR

日曆英中 年十五

FROM 1st JANUARY, 1864 TO 31st DECEMBER, 1913, BEING FROM THE 1ST YEAR OF THE 70th CYCLE TO THE 60th YEAR OF THE 76th CYCLE.

PRICE \$2 CASH.

On Sale at the "HONGKONG DAILY PRESS" Office, or Agents in all the Ports of the Far East.

The Book will be sent by Registered Post (free) to any part of the World, unrepresented by Agents on receipt of Money Order.

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

FROM BOMBAY, COLOMBO AND STRAITS.

THE P. & O. S. N. Co's Steamer

"DEVANHA"

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon where each Consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—
From London, &c., ex ss. "Macedonia."
From Australia ex ss. "India."
From Calcutta, ex ss. "Nils."
From Persian Gulf, ex B. I. S. N. and B. & P. S. N. Co's Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 15th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 9th June, 1909. [1]

"BEN LINE OF STEAMERS."

NOTICE TO CONSIGNEES.

FROM LEITH, ANTWERP, MIDDLESBRO AND LONDON.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th June, will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 22nd June, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th June, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, 8th June, 1909. [828]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLESBRO, ANTWERP, LONDON AND STRAITS.

THE Steamship

"GLENESK."

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed AT THEIR RISK into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 16th inst., will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, where they will be examined on the 16th inst., at 11 A.M.

No claims will be recognised if not presented within 14 days of the ship's arrival.

MCGREGOR BROS. & GOW.

Hongkong, 9th June, 1909. [830]

FROM EUROPE.

THE H.A.L. Steamship

"BRASILIA"

Captain Jäger, having arrived Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Underwriter and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 10 P.M.

Any Cargo impeding her discharge will be landed at Consignees' risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 16th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE, Hongkong Office.

Hongkong, 10th June, 1909. [840]

EAST ASIATIC COMPANY, LTD.

COPENHAGEN.

NOTICE TO CONSIGNEES.

THE Steamship

"SIAM."

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 18th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 18th inst., at 9.30 A.M.

All claims must reach us before the 22nd inst., or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

MELCHERS & Co., Agents.

Hongkong, 11th June, 1909. [6]

BRITISH TYPES IN CHINA.

It has always been my idea when in China to get away from the great seaport towns like Hongkong and Shanghai and note how the Briton conducts himself in what is termed "real China," where steam and electricity have not as yet made life civilised. But "civilisation" is to be found right in the heart of China. For instance I bought Crosbie and Blackwell's pickles and Captain Navy Cat at Chungking 1,500 miles up the great Yangtze from Shanghai. At Chungking you will also find the British Consul, training his polo ponies to beat the German Naval officers, the forces meeting on a sand-spit of the Yangtze to fight it out. True there are no motorcars after Hankow and only one at the latter city, but Hankow has rikshas and telephones and food stenghas. Having lived for thirty days in a sampan of large size on the Yangtze and traversed 1,000 miles of the great river I had plenty of time to study mankind. To most anyone who spoke English, gave you a tiffin, or a good cigar, was a treat beyond words. The fare was curvy and rice for breakfast, tiffin and dinner and nightily tough chickens they were, still it was a case of eat or starve and I chose the latter. The most palatial steamers run between Shanghai and Hankow a distance of 1,000 miles; then you said good by to all luxury. "From a palace to a prison" is not much of an exaggeration. The sampan was leaky, draughty and overrun with rats. There were signs of a storm, the sky was dark and the water about 10 feet square. Their food was fried cabbage and rice and on this day they walked like mountain goats 20 miles a day, handling the craft through the famous Yangtze rapids. Wonderful men! Never a complaint, and their remuneration from Hankow to Chungking, a distance of 50 miles, which took 20 days, was 33 (Men) each. Where in any other part of the world could you find labour so cheap?

I shall never forget, after having passed a week in the boat with the rain coming through the roof occasionally, not having taken my clothes off at night, on account of the perishing cold, and the eternal smell of fried cabbage in my nostrils, the five o'clock tea I had with the Rev. Mr. Platt and his wife who are doing missionary work at Kweifai. The China Inland Mission makes it a rule that their preachers and teachers must live right in the heart of the Chinese quarter, so it can be imagined how repellant this is to people of refined tastes. The Platts and Miss Clarke were seated at five o'clock tea dressed in Chinese costume with two fine little sons who handled the cake round. The food and cake was magnificent. Mr. Platt was once in a merchant's office in Melbourne and gave up an income of £300 a year to go to China where he lives on half that amount. Mrs. Platt smiled broadly when I said, "I suppose you won't stay at this life long out of from all that makes life worth living, you cannot really like Kweifai."

"Oh why do you say that. Perhaps in ten years time we may take a holiday. Our work is so absorbing that we cannot think of anything else. Miss Clarke is quite a bright faced pretty English girl and walks through the lanes and byways of Kweifai in her Chinese costume making converts. I met her in one of these rambles and put my hand to take her. "Please don't. I mustn't shake hands, the Chinese would be horrified," so I shook hands with myself. "Poor girl," I thought, literally buried alive at Kweifai in the cause of Christianity. The Belgian and French orders never leave China. When they come out they remain and only permanent incapacity is sufficient excuse to allow them to return to Europe. The photograph I have of one of the missionaries at Hankow who lies in his coffin with both arms out, both feet, and his head bashed in, tells its own story of what a missionary may incur. This poor padre was done to death by an infuriated father whose son, it was said, had been whipped by the priest. Once a Chinaman's blood is up he is a head in a minute. At Kweifai I was almost on the Yangtze with most missionaries of various orders. Though the life is hard and monotonous they are not in any way deprived of luxury. The China Inland Mission is exceptionally good in this respect, not forgetting of course, the C. I. M. is a very rich concern.

The type of Consul one meets in the interior of China doesn't complain of over work. He as a rule, is surrounded with home comforts. Good wine, cigars, lawn tennis and fox terriers give him a touch of an Englishman's home that we all admire. He wears an air of ease, and is himself back in Piccadilly. At Hankow the British Consul with Mr. Little, at Hankow, I could have imagined myself in London so far as comfort is concerned and in many respects a great deal more luxury. At the Hankow Club, in a room for reading and one for billiards, the whole British colony assembles. The shipping boss and clerk are having stenghas, the customs officials are having 100 up, the doctor, the consul and all the rest are doing in this remote city of China just as they would in any civilised city. Yet look out of the door. There if a Chinese criminal not far off with his chin at an angle of 45 degrees protruding from the top of a cage and he can't lower it. There is another in the stocks. There is a naked beggar lying in the midst of frightful filth and squalor. Yes, you are in China and the picture within is in strange contrast to the comfortable British Club within. Truly the Englishman is the embodiment of apathy. It is said that two Englishmen meeting each other on the ruins of Mesinas the morning after the quake nodded nonchalantly and one said "I wonder if I ought to stop and have a drink anywhere." At Chungking excursions take place frequently just behind the Imperial Post Office, the populace gathering as at a matinee. China is still China, but I bar looking at executions. H. M. M. in the Singapore Free Press.

WEATHER REPORT

The Hongkong Observatory yesterday issued the following report:—

On the 14th at 11.55 a.m.—The barometer had fallen quickly in Japan, and risen considerably along the Yangtze and over the N.E. coasts of China.

The depression lying near the mouth of the Yangtze yesterday, has moved quickly towards E.N.E. and is now situated over the S.E. part of the Sea of Japan.

Pressure remains high over the China Sea and the Pacific towards the Bonins. It is highest to the Eastward of the latter area.

Moderate S.W. and variable winds may be expected in the Formosa Channel and moderate S. monsoon over the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.02 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood... S. and S.W. winds, moderate; fair.

Formosa Channel... S.W. & variable winds, moderate.

South coast of China between Hongkong and Lamook... Same as No. 1.

South coast of China between Hongkong and Hainan... S. winds, moderate.

MARVELLOUS MEMORIES.

SOME STRIKING EXAMPLES.

The art of remembering is to-day a lost one. Books that the modern man cherishes he can easily possess, and facts that he wishes to preserve for future use he finds in books of reference in his own card catalogues. Only in China and among the devotees of esoteric religions is memory above par. Every Chinese scholar worthy of the name for two thousand years at least has, says Dreyer, Myers, writing in the *New York Tribune*, known the Five Books of Confucius so nearly by rote that if every copy was destroyed a thousand could be taken immediately from memory, and the differences in text would be negligible.

The Five Books are printed in many volumes, and with the commentaries of Mencius make a library in themselves; yet so well are they actually known among the literati that it is an unnecessary, which well-meaning foreigners anxious to display their learning frequently commit to refer to a passage anywhere in any of them except by the mention of a word or two. The text of all is as well known to the scholars as is the passage "To be or not to be" to Shakespearean scholars.

Macaulay once boasted that if Milton and Virgil and Homer were destroyed, the poets could be taken down verbatim again from his dictation. About a thousand years ago such a disaster arose in China. A great Emperor ordered the classics and commentaries to be utterly destroyed. Those who clung to their books more than to their lives were executed, and their books burned. The catastrophe was well-nigh complete. The next Emperor, however, favoured the learning of the literati and himself ordered the texts restored from the memories of the learned. The catalogue of classic books includes more than thirty-two hundred titles in many thousands of volumes, and of these a very great many have been preserved to posterity solely by the memories of those old men.

MEMORISING FROM THE BIBLE.

To-day the Bible is the best memorised book in the world, and no doubt it could be entirely reconstructed from the minds of its students. One young woman alone could dictate the New Testament. She is Miss Letta May Williams of North Carolina, now twenty years old. Early in March, 1905, the Rev. J. A. Brendell, pastor of the local Baptist church, offered two Bibles as prizes for memorising verses of Scripture.

The first was for those under twelve years old, and the second for those under twenty years old. On the day of the award Miss Williams had committed and recited to the committee 12,235 verses of scripture, covering the entire New Testament excepting the two genealogies of Jesus in the first chapter of Matthew and the third chapter of Luke, and including liberal selections from Genesis, Psalms, Ecclesiastes, and other parts of the Old Testament. The New Testament itself contains 7,959 verses and 190,000 words.

Miss Williams' sister Ella, eleven years old, won the prize for the younger children, reciting seven hundred and fifteen verses. The winner of the first prize performed her mnemonic feat in ninety days, during which she had an attack of the measles. She had averaged about one hundred and thirty-five verses daily during her three months of study.

COLUMB THE PRODIGY.

The most frequent cases of wonderful memories are found among mathematical prodigies. These usually develop their remarkable faculty quite young, and in later life sink into very ordinary individuals. The phenomenon has never been explained, but there are several well attested instances of genuine marvels of this kind.

Zerah Colburn was one such. At the age of six he could neither write nor cipher, and yet could answer, apparently by mere intuition, all sorts of arithmetical questions correctly and instantly. At eight he left the United States to show in London, and there in a moment answered this question correctly: "How many minutes are there in 64 years?" He added the number of seconds in the period immediately on request. He could not explain the mental process he used, and it may have been simply a queer instinct. Young Colburn raised eight to the sixteenth power mentally, and gave the answer as 281,474,976,710,656 without any hesitation whatever, and found the square root of 106,929 to be 327 instantly. But he was only a prodigy.

BIDDER AT HIS FIGURES.

George Bidder, the son of a Devonshire labourer, who was born in 1806 and died a rich man, director of railways, and engineer of London Docks in 1878, was another wonder of the same kind. When he was ten years old he answered in two minutes the question: "What is the interest on £4,444 for 4,444 days at 4 per cent?"

At twelve on the London Stock Exchange he answered this problem in one minute: "If the pendulum of a clock vibrates the distance of nine inches and three-quarters in a second of time, how many inches will it vibrate in the course of seven years, two hours, one minute, and fifty-six seconds, each year of three hundred and sixty-five days, five hours, forty-eight minutes, and fifty-five seconds?" Within the minute the boy had answered correctly, his result being 2,153,832,143; in miles, 33,993 miles 990 yards, two feet, and three-quarters of an inch.

125 MILES AN HOUR.

WONDERS OF THE NEW ITALIAN HYDROPLANE.

The correspondent of a London paper, writing from Milan last month says:—

To-day 350 members of the International Cotton Congress, fully one-third of whom are English-speaking people, were conveyed in a new and luxuriously fitted special train to Lago Maggiore. After a sumptuous lunch at the recently completed Regina Hotel, the party were taken on a steamer trip up the lake, where the marvellous capacities of the new Italian hydroplane were displayed to them. It has been constructed by Signor Fagnani, a Milanese engineer, whose inventions range over a period of thirty years. This water-racer is able to tear along at forty-five miles an hour.

It is propelled by a motor engine of only 25 horse-power. The machine presents the appearance of a torpedo, and when in a state of rest lies upon the surface of the water. When set in motion its seven planes, all slightly inclined and each successive one of which converges towards the centre, cause the water-flier to rise and skim the surface. A screw propeller is fixed at an inclined angle of 4 deg. at the hinder part of the vessel, and always remains in the water. On this occasion Signor Fagnani carried four passengers. He has just finished a large-size hydroplane, which can also be used at sea, attaining the terrific speed of 125 miles an hour in smooth waters. As soon as he has completed his series of experiments with this latest improved design, the principal features of which are the substitution of the screw propeller by a pair of aerial ones and use of benzine instead of steam power, Signor Fagnani will turn his attention to the building of a mammoth ocean-going hydroplane for Transatlantic purposes, capable of whirling 100 passengers between Genoa and Buenos Ayres or New York.

PREMIUM BONDS

WE are the largest Dealers in the world in these attractive securities.

WHAT ARE THESE BONDS? They are high-class and absolutely safe securities, payable to bearer, issued by the various Governments and Municipalities of Europe; they are redeemable at periodical drawings, either with Cash Premiums varying from 240 to 260, or, at the very least, at their full nominal value.

EASY PAYMENTS. We sell these Bonds singly or in combinations of the most advantageous ones, payable by convenient Monthly Instalments ranging from 15s. to £20.

Write for Handbook, sent post free, MELVILLE, GLYN & Co., Bankers, 3, Rue de la Bourse, PARIS (France).

CUSTOMS GAZETTE.

The Customs Gazette for the first quarter of this year, giving the quarterly returns of trade and the report on duties and duties for the period from January to March, 1909, has just been issued. Our copy is not yet to hand but we learn from the *Shanghai Mercury* that as compared with the corresponding period of last year the report on duties and duties shows a considerable increase in total collection, although it was, of course, less than the last quarter of the preceding year. Of the individual ports, 20 show increases and 15 decreases, among the latter, however, being Shanghai. A great falling off in the collection of opium duty and *likin* is mainly responsible for Shanghai's decrease. Harbin district is for the first time divided into two sub-districts, Manchouli and Suifenhao. The following is the report of duties and duties, January-March quarter, 1909, showing the total collection for the quarter compared with the same quarter of 1908:—

Port	1909	1908
Antung	9,471,458	6,008,500
Taiyangkow	230,858	
Dairen	379,216,835	155,459,266
Harbin District—		
Manchouli	47,859,107	16,176,320
Suifenhao	118,086,307	33,229,191
Newchang	1,594,027	6,824,510
Chinwangtao	35,922,216	28,698,262
Tientsin	336,549,966	279,698,256
Chiofoo	165,088,970	115,841,977
Kiaochoo	313,325,889	232,869,498
Chungking	112,255,920	165,400,456
Jehang	13,611,628	11,505,603
Shanghai	1,161,893	1,785,895
Yancheng	21,845,847	14,821,533
Yochow	19,887,525	35,749,901
Hankow	531,300,592	676,765,291
Kiukiang	104,570,924	126,484,579
Wuhu	223,023,200	234,169,896
Nanking	25,025,504	65,589,097
Chinkiang	293,698,766	273,921,771
Shanghai	2,169,753,845	2,200,362,072
Soochow	20,290,289	17,295,273
Hangehow	100,785,189	128,474,590
Ningpo	112,760,524	125,743,489
Wanchow	10,025,412	8,214,912
Santiao	2,524,752	2,594,991
Poochow	164,978,272	184,052,689
Anoy	200,476,960	194,431,302
Swatow	372,022,363	400,952,715
Caston	800,566,691	731,478,476
Kongmoon	52,660,135	26,598,456
Samchui	55,611,427	50,901,523
Wachow	122,145,064	109,926,078
Nanning	17,699,750	11,971,679
Kingchow	65,546,497	71,170,724
Pakhoi	32,903,203	31,291,607
Total	Hk. Tls. 7,062,970,761	6,796,476,181

THE WORLD'S COAL SUPPLY.

COMPARATIVELY SHORT LIFE OF JAPAN'S SEAMS.

In an article on the world's coal supply, the *Oakley* *Magazine* says it is surprising to mention that the richness of the coal supply has had a great deal to do with the gradual development of British industry and the prosperity of America in recent times. The latest figures of production, &c., of coal in America, Great Britain, Germany, France and Japan are as follows (presumably the period is the year 1908):—

Country.	Production Millions of Miners.	Average Number of Miners.	Tons Per Miner.
America	429	641,000	670
Great Britain	258	867,000	309
Germany	141	511,000	275
France	36	178,000	202
Japan	14	106,589	131

(We have ventured to correct the averages in the above table, our contemporary having underestimated them in each case.) It will be seen that America is the greatest producer of coal, with an output thirty times as great as that of Japan, while Great Britain follows, with nine, ten times Japan's production. The coal measures of England and America are vast. It is calculated that at the present rate of production, the

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

STAMERS	TO SAIL	REMARKS
MARSEILLES, LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, and PORT SAID.	POONA Noon, 16th June	Freight only.
SHANGHAI, MOJI, KOBE and YOKOHAMA	MALTA About 16th June	Freight and Passage.
SHANGHAI	ASSAYE About 24th June	Freight and Passage.
LONDON via Usual Ports (DEVANHA OF CALL)	DEVAHA Noon, 26th June	See Special Advertisement.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 14th June, 1909.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STAMERS	TO SAIL
ROHIOH and HAIPHONG	"SINGAN"	On 15th June, 9 A.M.
SWATOW, WEIHAUWEI, CHEFOO and TIENSIN	"KUEICHOH"	On 15th June, 4 P.M.
CEBU and ILOILO	"KAIFONG"	On 15th June, 4 P.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, with Transshipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH.	"CHANGSHA"	On 15th June, 4 P.M.
MANILA	"TAMING"	On 16th June, 3 P.M.
SHANGHAI	"CHINHUA"	On 17th June, 4 P.M.
TSINGTAU, CHEFOO and NEWCHANG	"KWEIYANG"	On 19th June, 4 P.M.
SHANGHAI	"LINAN"	On 20th June, 4 P.M.
MANILA	"TEAN"	On 22nd June, 3 P.M.
SHANGHAI	"YINGCHOW"	On 24th June, 4 P.M.
SHANGHAI	"CHENAN"	On 27th June, 4 P.M.
SAMARANG and SOURABAYA	"SHANTUNG"	On 29th June, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI".
AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

EAST SCHEDULE TWIN SCREW STEAMERS "ANHUI", "CHENAN", "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.
FARE INCLUDING WINES \$45 SINGLE and \$80 RETURN.

TELEPHONE 35.

For Freight or Passage apply to—
Hongkong, 15th June, 1909BUTTERFIELD & SWIRE,
AGENTS.

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OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
* TAMUI VIA SWATOW, AMOY & ANPING	"DAIJIN MARU"	THURSDAY, 17th June, at 10 A.M.
* SHANGHAI VIA SWATOW, AMOY & FOOCHOW	"CHOSHUN MARU"	TUESDAY, 22nd June, at 10 A.M.
* TAKAO VIA SWATOW, AMOY & ANPING	"SOSHU MARU"	WEDNESDAY, 23rd June, at 10 A.M.

* These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with Electric Light. First-class Cabins Amidships. Unrivaled Table.

* Taking Cargo on through Bills of Lading to all Yangtze and North China Ports. For Freight, Passage and further information, apply at the Company's Local Branch Office, Second Floor, No. 1 Queen's Buildings, Hongkong, 15th June, 1909.

T. ARIMA, Manager.

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DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST, HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STAMERS	FOR	LEAVING
"HAITAN", Capt. J. S. Rouch	SWATOW, AMOY & FOOCHOW	TUESDAY, 15th June, at 1 P.M.
"HAKUN", Capt. Erans	SWATOW	WEDNESDAY, 16th June, at 2 P.M.
"HAIYANG", Capt. A. E. Hodgins	SWATOW, AMOY & FOOCHOW	FRIDAY, 18th June, at 2 P.M.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 15th June, 1909.

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INDO-CHINA S. NAV. CO., LD.

FOR	STAMERS	TO SAIL
* SHANGHAI VIA SWATOW	"WINGSANG"	Tuesday, 15th June, Noon
* SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Wed. day, 16th June, 3 P.M.
* SAMARANG & SOURABAYA	"AMARA"	Wed. day, 16th June, 4 P.M.
* SANDAKAN	"MAYANG"	Thursday, 17th June, 4 P.M.
* MANILA	"WANGSANG"	Friday, 18th June, Noon
* SINGAPORE, PENANG & CALCUTTA	"YUENSANG"	Friday, 18th June, 4 P.M.
* SHANGHAI	"KUMSANG"	Saturday, 19th June, Noon
* SHANGHAI	"TUNGSHING"	Sunday, 20th June, 10 P.M.
* MANILA	"LOONGSANG"	Friday, 25th June, 4 P.M.
* SHANGHAI, YOKOHAMA, KOBE & MOJI	"NAMSANG"	Saturday, 3rd July, Noon

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG", "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

* Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

* Taking Cargo on through Bills of Lading to Kudat, Lahad, Datu, Simporna, Tawao, Usulan, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGERS.

Hongkong, 14th June, 1909.

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HAMBURG-AMERIKA LINIE

HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports. Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, YOKOHAMA & KOBE:	
S.S. SEGOVIA	22nd June
S.S. SLAVONIA	2nd July
S.S. C. FERD. LAETZ	10th July
S.S. ANDALUSIA	19th July
S.S. SAKONIA	28th July
S.S. DORTMUND	10th Aug.
S.S. SPEZIA	18th Aug.
S.S. JILLYRIA	28th Aug.
S.S. AMBRIA	31st Aug.

HOMEWARD.

FOR HAVRE & HAMBURG:	
S.S. SENEGAMBIA	21st June
FOR MARSEILLES, HAVRE & HAMBURG:	
S.S. SILVIA	23rd June
FOR ANTWERP, ROTTERDAM & HAMBURG:	
S.S. SITHONIA	1st July
FOR HAVRE & HAMBURG:	
S.S. ISTRIA	9th July
FOR MARSEILLES, BREMEN & HAMBURG:	
S.S. SCANDIA	12th July
FOR HAVRE & HAMBURG:	
S.S. BRASILIA	22nd July

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong, 10th June, 1909. Hongkong Office. 12

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.

ST. PETERSBURG & VLADIVOSTOK.

SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STAMERS	DATE OF SAILING
SHANGHAI, YOKOHAMA and KOBE	"SIAM"	Middle of June.
MARSEILLES, HAVRE, COPENHAGEN and GOTHENBURG	"NIPPON"	23rd June.
SHANGHAI, YOKOHAMA and KOBE	"YEDDO"	5th July.
HAVRE, COPENHAGEN and ST. PETERSBURG	"SIAM"	Middle of July.

For Further Particulars apply to

HONGKONG, 11th June, 1909. MELOCHERS & CO., AGENTS. 6

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS.	STAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, COLOMBO, and PORT SAID.	SADO MARU	6500	WEDNESDAY, 23rd June, at Daylight
PORE, PENANG, COLOMBO, and PORT SAID.	BINGO MARU	6500	WEDNESDAY, 7th July, at Daylight
VICTORIA, B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA.	SHINANO MARU	6590	TUESDAY, 22nd June, at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE, and BRISBANE.	TANGO MARU	8000	TUESDAY, 6th July, at 4 P.M.
BOMBAY via SINGAPORE, COLOMBO and COPENHAGEN.	KUMANO MARU	6000	FRIDAY, 9th July, at Noon
NAGAGAKI, MOJI, KOBE and YOKOHAMA.	YAWATA MARU	5000	FRIDAY, 6th Aug., at Noon
SHANGHAI, MOJI, KOBE and YOKOHAMA.	YEBOSHI MARU	4500	THURSDAY, 17th June, at 5 P.M.
SHANGHAI, MOJI, KOBE and YOKOHAMA.	MISHIMA MARU	9000	THURSDAY, 17th June, at 5 P.M.
SHANGHAI, MOJI, KOBE and YOKOHAMA.	YETOROFU MARU	4500	THURSDAY, 17th June, at 5 P.M.
SHANGHAI, MOJI, KOBE and YOKOHAMA.	AWA MARU	6500	FRIDAY, 25th June, at 5 P.M.
NAGASAKI, KOBE and YOKOHAMA.	YAWATA MARU	5000	WEDNESDAY, 7th July, at Noon.

* Omitting Shanghai.

* Fitted with New System of Wireless Telegraphy.

† Cargo only.

EXTRA PASSENGER SERVICE NEW STEAMERS— EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE, COLOMBO, SUEZ AND PORT SAID.

THE CO.'S NEWLY BUILT 9000 TON PASSENGER STEAMERS WILL BE DESPATCHED FROM HONGKONG AS FOLLOWS:

HIRANO MARU	(Capt. H. FRASER)	About Wed. 30th June
KAMO MARU	(Capt. F. L. SOMMER)	About Wed. 28th July.
MISHIMA MARU	(Capt. A. E. MOSES)	About Wed. 25th August.
ATSUTA MARU	(Capt. Wm. THOMPSON)	About Wed. 22nd Sept.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND THE WORLD.

CHEAPEST ROUND TRIPS

BETWEEN
HONGKONG AND JAPAN PORTS.Commencing 1st June, ending 31st August, 1909.
SPECIAL EXCURSION (1st & 2nd CLASS) AVAILABLE FOR 4 MONTHS.

	Yokohama Return.	Kobe Return.	Moji Return.	Nagasaki Return.
1st CLASS	\$120	\$110	\$100	\$90
2nd "	\$80	\$70	\$60	\$50

Option of rail between Calling Ports in Japan.
For further particulars apply to

Hongkong, 8th June, 1909. T. KUSUMOTO, MANAGER. 15-93

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

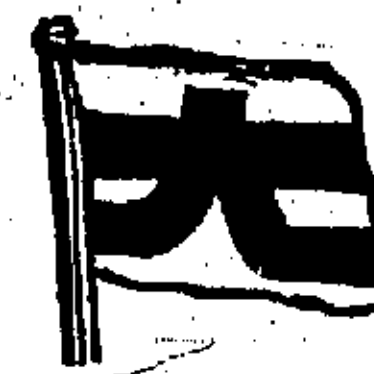
STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila	On 19th June, Noon.
RUBI	2540	R. W. Almond	Manila	On 26th June, Noon.

For Freight or Passage apply to

SHEWAN, TOMES & Co.,
GENERAL MANAGERS.
Hongkong, 14th June, 1909.

14

OSAKA SHOSEN KAISHA.



INAUGURATION OF NEW TRANS-PACIFIC LINE.

Regular Service, Connecting at TACOMA with
THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAYAND
THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading, to all Overland Common Points in the United States of America and Canada, also to the Principal Ports in Mexico, Central and South America.

Proposed Sailings from HONGKONG for TACOMA via SHANGHAI and JAPAN, (Intermediate Ports of Call:

Regular—SHANGHAI, MOJI, KOBE and YOKOHAMA.

Occasional—MANILA, KEELUNG, YOKKAICHI, SHIMIZU, SEATTLE and VICTORIA, B.C.)

(Subject to Alteration)

Newly Built Steamers	Tons (gross reg.)	Captain	Sailing Date
"TACOMA MARU"	6,178		On Saturday, 3rd July
"SEATTLE MARU"	(already launched)		4 other new sister ships to follow

The steamers have fair speed. Special up-to-date appliances for cargo working, and best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection. Superior accommodation for steerage passengers situated amidship. A limited number of Cabin passengers carried at low rates. Electric lighted and Steam heated.

For further information, apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings, Hongkong, 1st June, 1909.

T. ARIMA, Manager.

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SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO AND SALINA CRUZ (MEXICO).

S.S. MANSU MARU	5000 tons gross	Sail July 1st, at Noon.
S.S. AMERICA MARU	6000 "	Aug. 30th, at Noon.
S.S. HONGKONG MARU	6000 "	Oct. 26th, at Noon.
S.S. MANSU MARU	5000 "	Dec. 10th, at Noon.

For particulars apply to

K. MATSUDA, Manager.

TOYO KISEN KAISHA, York Building.

Hongkong, 5th May, 1909.

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THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHIEF OFFICE.—LUDGATE CIRCUS, LONDON, E.C.
TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.
TOURS arranged to ALL PARTS of the WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.
FOREIGN MONIES exchanged.

Head Office for the Far East:—
16, DES VŒUX ROAD, HONGKONG.
Japan Office:—
14, WATER STREET, YOKOHAMA.

SHIPPING IN PORT.

STEAMERS.	
AMARA, British str., 1,565, Mattoek, 8th June—Saigon 2nd June, Coal—Jardine, Matheson & Co.	6th June—Sandakan 31st May, Timber and General—Jardine, Matheson & Co.
ANHUI, British str., 1,350, J. Meathrel, 9th June—Shanghai 6th June, General—Butterfield & Swire.	MERPOO, Chinese str., 1,334, L. McArthur, 12th June—Shanghai 8th June, General—C. M. S. N. Co.
ANTWERP, British str., 3,591, Hazeland, 11th June—Hankow 6th June, General—Butterfield & Swire.	MICHAEL JENSEN, German str., 959, J. Peterson, 9th June—Chefoo 3rd June, General—Jensen & Co.
BANER MARU, Japanese str., 2,368, J. Yamana, 12th June—Moji 6th June, Coal and Sulphuric acid—Mitsui Bussan Kaisha.	MONGOLIA, American str., 8,750, Henry E. Meaton, 1st June—San Francisco 5th May, Mails & General—P. M. S. S. Co.
BEILERSHOFF, British str., 5,726, T. Bartlett, 11th June—Kobe 5th June, General—Butterfield & Swire.	PARKING, British str., 2,952, G. A. Rodway, 12th June—Liverpool via Colombo and Singapore 8th May, General—Butterfield & Swire.
BOURBON, French str., 998, Le Bail, 6th June—Saigon 2nd June, Rice—Chinese.	PONGTONG, German str., 998, H. Oldsen, 11th June—Bangkok 2nd June, Rice—North German Lloyd.
CHANGSHA, British str., 1,227, E. Finlayson, 10th June—Australian ports 10th May, General—Butterfield & Swire.	PROTEUS, Norwegian str., 1,024, C. Möller, 11th June—Bangkok 2nd June, Rice—Aagaard, Thorsen & Co.
CHILDAS, Norwegian str., 1,120, W. Nielsen, 12th June—Bangkok 31st May via Hoilow 12th June, General—Order.	SHANTUNG, British str., 1,835, Robinson, 9th June—Chinkiang 3rd June, General—Butterfield & Swire.
CHOWTA, German str., 1,055, F. Schmitz, 11th June—Bangkok 3rd and Hoilow 10th June, Rice and Timber—N. D. L.	SHINANO MARU, Jap. str., 6,387, K. Kawara, 13th June—Shanghai 10th June, General—Nippon Yusen Kaisha.
DAIJIN MARU, Japanese str., 900, F. Kabanaki, 9th June—Swatow 7th June, General—Osaka Fosen Kaisha.	SINGAN, British str., 1,047, F. Jamieson, 11th June—Hoilow 10th June, Pigs, Cattle and General—Butterfield & Swire.
FUKU MARU, Japanese str., 1,234, Gudo, 8th June—Wakamatsu 2nd June, Coal—Mitsui Bussan Kaisha.	SPIR, Norwegian str., 870, W. Horn, 2nd June—Wuhu 30th May, Rice—Thorsen & Co.
FUKUYA MARU, Jap. str., 1,960, S. Kumawaki, 12th June—Moji 6th June, Coal—Mitsui Bussan Kaisha.	SUNATRA, German str., 520, C. Wanco, 22nd May—New Guinea 30th April, General—Melchers & Co.
HAITAN, British str., 1,183, J. S. Roach, 15th June—Swatow 12th June, General—Douglas, Lapraik & Co.	TAMING, British str., 1,250, A. Somerville, 4th June—Manila 1st June, General—Butterfield & Swire.
HENRIK LSEN, Norwegian str., 2,959, M. B. Spangvick, 9th June, New Castle, N.S.W. 15th May, Water Ballast—Order.	TENYO MARU, Japanese str., 7,265, 9th June—San Francisco 15th May, Mails & General—Toyo Kisen Kaisha.
ITAKA, German str., 2,268, W. Vogeler, 10th June—Hankow 3rd June, Rails—Hamburg-Amerika Linie.	TEUCER, British str., 5,805, G. W. Parkinson, 10th June—Manila 8th June, General—Butterfield & Swire.
KALFONG, British str., 997, C. Lindbergh, 11th June—Manila 8th June, General—Butterfield & Swire.	TSINTAU, German str., 2,750, F. Binkling, 12th June—Bangkok 6th June, Rice and Salt—Butterfield & Swire.
KUEICHOH, British str., 1,215, G. Byers, 9th June—Tientsin and Chefoo 2nd June, General—Butterfield & Swire.	WINGSANG, British str., 1,425, J. Smith, 6th June—Chinkiang 1st June, General—Jardine, Matheson & Co.
KUMSANG, British str., 2,078, E. G. Fuller, 8th June—Calcutta and Singapore 2nd June, General—Jardine, Matheson & Co.	WONGKO, German str., 1,115, W. Reher, 11th June—Bangkok 2nd June, Rice and Sugar—Butterfield & Swire.
KUTSANG, British str., 3,109, R. C. D. Bradley, 11th June—6th June, General—Jardine, Matheson & Co.	
KWANGSE, British str., 1,205, Hards, 8th June—Wei-hai-wei 2nd June, Salt and General—Butterfield & Swire.	
KWEIYANG, British str., 1,404, M. Dawson, 12th June—Newchwang 5th June, General—Butterfield & Swire.	
MANTAL, Norwegian str., 1,194, E. Meathrel, 9th June—Hankow 6th June, General—Butterfield & Swire.	
MARU, Japanese str., 2,368, J. Yamana, 12th June—Moji 6th June, Coal and Sulphuric acid—Mitsui Bussan Kaisha.	
MEATHREL, British str., 1,350, J. Meathrel, 9th June—Shanghai 6th June, General—Butterfield & Swire.	
MATTOEK, Dutch str., 1,565, Mattoek, 8th June—Saigon 2nd June, Coal—Jardine, Matheson & Co.	
MCARTHUR, Chinese str., 1,334, L. McArthur, 12th June—Shanghai 8th June, General—C. M. S. N. Co.	
MEATON, American str., 8,750, Henry E. Meaton, 1st June—San Francisco 5th May, Mails & General—P. M. S. S. Co.	
MELCHERS, German str., 5,805, G. W. Parkinson, 10th June—Manila 8th June, General—Butterfield & Swire.	
MILTON, British str., 1,250, A. Somerville, 4th June—Manila 1st June, General—Butterfield & Swire.	
MORRIS, Norwegian str., 870, W. Horn, 2nd June—Wuhu 30th May, Rice—Thorsen & Co.	
MULLER, German str., 520, C. Wanco, 22nd May—New Guinea 30th April, General—Melchers & Co.	
NIPPON YUSEN KAISHA, Japanese str., 6,387, K. Kawara, 13th June—Shanghai 10th June, General—Nippon Yusen Kaisha.	
OLDSEN, German str., 998, H. Oldsen, 11th June—Bangkok 2nd June, Rice—North German Lloyd.	
OSAKA FOSSEN KAISHA, Japanese str., 900, F. Kabanaki, 9th June—Swatow 7th June, General—Osaka Fosen Kaisha.	
PARKINSON, British str., 5,805, G. W. Parkinson, 10th June—Manila 8th June, General—Butterfield & Swire.	
PARKING, British str., 2,952, G. A. Rodway, 12th June—Liverpool via Colombo and Singapore 8th May, General—Butterfield & Swire.	
PETERSEN, Norwegian str., 1,024, C. Möller, 11th June—Bangkok 2nd June, Rice—Aagaard, Thorsen & Co.	
PONGTONG, German str., 998, H. Oldsen, 11th June—Bangkok 2nd June, Rice—North German Lloyd.	
PROTEUS, Norwegian str., 1,024, C. Möller, 11th June—Bangkok 2nd June, Rice—Aagaard, Thorsen & Co.	
RODWAY, British str., 2,952, G. A. Rodway, 12th June—Liverpool via Colombo and Singapore 8th May, General—Butterfield & Swire.	
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